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HENRY HUDSON, THE NAVIGATOR

"THE NORTH SEAS' GREAT COLUMBUS"

BY MARY L. D. FERRIS

"To sound his praises to posterity,
It is held
That valor is the chiefest virtue, and
Most dignifies the haver : if this be,
The man I speak of cannot in the world
Be singly counterpoised."

Among the persons in intimate relations with the Muscovy company of England,¹ of which Sebastian Cabot was the first governor, and which had sent the expedition of Willoughby² in search of a northwest passage to India, was the experienced navigator, Henry Hudson. Of his personal history very little is known. Four years covers the period during which he was familiar to the world.

His father, it is supposed, was Christopher Hudson, one of the factors of the Muscovy company, and their agent in Russia as early as 1560, a little later being made governor of the company, an office which he held until 1601. The grandfather of the famous navigator was doubtless the Henry Hudson who, in 1544, figured among the founders, and was the first assistant, of the Muscovy company; and it was perhaps due to family influence that Hudson was held in such high esteem and trust by the members of the company, and employed in other important voyages before he went upon those by which he is best known. Research inclines to the belief that he was a native, as he was a citizen, of London. He had a family and a house in London, but the name of the woman who shared his glory and mourned his fate is unknown to the world. His son,

¹ The Muscovy company, formerly known as "The Society for the Discovery of Unknown Lands," received a formal charter from the crown in 1555, as well as a charter of privileges from the Russian emperor, Ivan the Terrible, and at once commenced active operations. The same company is still in existence.

² Commanded by Sir Hugh Willoughby, who discovered Nova Zembla, and perished with all his men, of starvation, in a harbor of Lapland.

"Such was the Briton's fate,
As with first prow (what have not Britons done?)
He for a passage sought, attempted since
So much in vain."

a youth, accompanied him in the voyages of which we have record, and perished with him. Data gathered from the colonial calendar of the East India company show that Hudson had another son, and that his widow was left in straitened circumstances, for she asks that her son, a boy in years, be "recommended to some one who is to go on a voyage." In order to relieve her the lad is placed on the Samaritan, in charge of the master's mate, and "it is ordered that five pounds be laid out in clothes and other necessities for him."

Hudson had early entered the school of maritime experiment, and he sailed with the most distinguished seamen of his time. He was a "navigator of enlarged views and long experience, of a bold and penetrative capacity, unwearied in assiduity and invincible in intrepidity." A friend of Captain John Smith, and intimate with other adventurous navigators of his time, the aim of his life, as it was that of so many of his contemporaries, was the discovery of a passage to the East, either by a north-eastern or northwestern passage. In courageous adventure, patience under privation, presence of mind amid peril, unshaken constancy in perseverance, his character somewhat resembles that of the distinguished founder of Virginia.

A pictorial history of the revolution, published in 1845, says that "though a native of Holland, Hudson was first employed by a company of English merchants," and places him foremost of the Dutch navigators.

The first view we have of him is in the church of St. Ethelburge, Bishopsgate, London, in the spring of 1607, whither he had gone with his crew to partake of the sacrament before sailing in search of a passage to "Asia across the North Pole." This voyage was made in the ship *Hopewell*, of sixty tons, which had so successfully braved the dangers of Frobisher's¹ last voyage ten years before. Hudson's crew consisted of ten men and a boy, his son John. The little company set sail from the Thames on April 19, and coasted the east side of Greenland, and thence, hugging the Arctic ice-barrier, proceeded to the "northeast of Newland." Hudson at this point turned back, according to his chart, to seek the passage around the north of Greenland into Davis' strait, to make trial of Lumley's inlet, but having braved the ice-barrier from seventy-eight and a half degrees to eighty degrees, he became convinced, on July 27, that by this way there was no passage, and on August 15 the *Hopewell* was again in the waters of the Thames.

¹ Sir Martin Frobisher, one of England's great naval heroes. He established the fact that there were two or more wide openings leading to the westward, between latitudes 60° and 63°, on the American coast.

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The navigator's blind guide had been the Mollineux¹ chart, published about 1600. The only result obtained by the voyage was the attaining a much higher degree of northern latitude than any previous navigator. Hudson had, however, investigated the trade prospects at Cherrie island, and recommended his patrons to seek higher game in Newland; hence he may be called the father of the English whale-fisheries at Spitzbergen.

In the early part of the next season he made another attempt, this time to the northeast, but the ice again stopped him near Nova Zembla, and he made his way back, with another report of ill success. The Muscovy company now abandoned for the time all further effort, and directed its energies to the profitable Spitzbergen trade.

The news that such voyages were in progress traveled in due course of time to Holland, and rendered the Dutch East India company uneasy, lest the discovery of a short route to India by their industrious rivals should suddenly deprive them of a lucrative trade. The learned historian, Van Meteran² was the Dutch minister at the court of St. James, and through him messages were transmitted, inviting Hudson to visit Holland. It was not long ere the famous sea-captain, disheartened by the lack of interest shown by the Muscovy company, arrived at the Hague, and was received with much ceremony. The officers of the company met, and all that had been discovered of the northern seas was carefully discussed.

The Dutch had not been behind their neighbors in daring exploits. Even while raising enormous sums to carry on the war with Spain they had bent every energy toward extending their commerce. Merchants, companies, and private adventurers had been encouraged and assisted by the government. A number of expeditions had endeavored to reach "China behind Norway," and trading monopolies had been placed at Guinea and at Archangel. In short, the sails of the nation whitened almost every clime.

The noblemen who directed the affairs of the East India company were as cautious as they were enterprising. Some of them had been so influenced by the representations of the sorely disappointed Barentz, Cornelizoon Rijk, Heemskerck³ and others, that they declared that it would

¹ This chart, or globe, was the work of Emery—sometimes given Emanuel—Mollineux, an English geographer, and a friend of Hakluyt, and John Davis, of Arctic fame.

² He was the son of Jacob Van Meteran, who had manifested great zeal in producing at Antwerp a translation of the Bible into English, "for the advancement of the kingdom of Christ in England."

³ Two vessels sailed from Amsterdam on May 13, 1596, under the command of Jacob Van Heemskerck and Cornelizoon von Rijk; Barentz accompanied Heemskerck as pilot, and Gerrit de Veer, the historian of the voyage, was on board as mate. They wintered at Ice Haven, in a

be a waste of time and money to attempt again the navigation of the vast oceans of ice. But Hudson stood before them, full of enthusiasm, and expressed his ardent conviction that Asia might be reached by the northwest. Petrus Plancius, the great cosmographer,¹ a clergyman of the Reformed Dutch church in Amsterdam, who had been engaged with Esselincx² in trying to found the West India company, opened a correspondence with Hudson, and sent him some of his own published works. Plancius had a profound knowledge of maritime affairs, the result of unwearied investigations, and he warmly seconded the effort to search for a northeastern passage. He said that the failure of Heemskerck, in 1596, was due to his trying to go through the straits of Weygate, instead of keeping to the north of the island of Nova Zembla.

The directors resident at Amsterdam decided that before positively engaging Hudson they must wait for the meeting of the company's committee of seventeen, in the following year. As soon as this delay was announced, Hudson was approached by Le Maire, a French merchant of Amsterdam and a former officer of the corporation, who on leaving it had become a keen opponent. Le Maire, aided by Jeannin, French ambassador at the Hague, at once sought to secure the enthusiastic navigator for the service of France. It only needed this suggestion to bring the East India directors to terms, and they signed a contract with Hudson on January 8, 1609. On that day four men came together in one of the rooms of the East India company; two of them were a committee empowered to enter into a contract with Hudson, the other two were the navigator and his friend, Jodocus Hondin, who was present as witness and interpreter, though Hudson himself had a fair knowledge of the Dutch language; indeed, it is supposed that his journal was all written in that tongue. This contract, drawn by P. Van Dam, the company's legal adviser, can be seen in the royal archives at the Hague. It specified that the directors should furnish a small vessel to Hudson, with the needed outfit, in which he was to sail as soon as the favorable season opened in April. He was to have eight hundred guilders for his expenses, and his family were to be taken care of during his absence; and should he not return, his widow was to

house built of driftwood and planks from the wrecked vessel. This was the first time an Arctic winter was successfully faced. In the spring they made their way in boats to the Lapland coast, but Barentz died during the voyage. Barentz's voyages stand in the first rank among the polar expeditions of the sixteenth century. They led directly to the whale and seal fisheries, which long enriched Holland.

¹ His universal map, containing the discoveries in the East and West Indies, and towards the North Pole, was published in 1592.

² William Usselinck, a wealthy merchant of Antwerp.

receive two hundred guilders, as an indemnity for his loss. If he should be successful in his quest the directors promised to reward him according to their discretion.

The old theory of the passage was strictly adhered to, both in the contract and Hudson's detailed instructions. He was to seek the passage "around the north side of Nova Zembla," and was to think of discovering no other routes or passages.

Hudson made himself master of the whole plan he was to carry out, aided by memoranda of the sailing instructions used by Barentz on his first voyage, and a "Treatise of Iver Boty, a Groenlande translated out of the North Language into High Dutch in the year 1560."¹

Plancius had given him Waymouth's journal,² and Hondius,³ the geographer, supplied him with translations of certain Dutch papers.

Plancius's fixed belief as to a northeasterly route was called in question by Hudson, who showed him letters and maps of his friend Captain John Smith, in which the latter explained that there was a sea leading into the western ocean, north of the English colony.

On Saturday, April 4, 1609, the daring mariner took command of the Half-Moon, the vessel furnished by the Amsterdam chamber, and sailed from Amsterdam. The Half-Moon, or Crescent—as she is often erroneously called, the Dutch word not admitting of such interpretation—has been variously called a yacht, a Dutch galliot, and a Vlie boat, the latter deriving its name from the river Vlie, where such boats are used, the name passing into the English fly-boat. She was an awkward, clumsy brig, with square sails upon two masts; a fairly safe craft, but a slow sailer, of "forty lasts," by a Dutch measurement, or eighty tons burden. The Half-Moon had been carefully equipped, and was manned by sixteen men, eight Englishmen and eight Hollanders. Hudson left the Texel on April 5, and by May 5 was in the Barentz sea, and soon afterwards among the ice in Costin Sareh, in Nova Zembla, where he had been the year before.

The crew, being of two nationalities, quarreled continually. The seamen of the East India company, not being used to such extreme cold,

¹ Boty, better known as Ivar Bar'sen, was steward to the bishopric of Gardar, in the East Bygd, and a native of Greenland. His principal work was the *Sailing Directions*, used by Hudson, the oldest work on Arctic geography. This treatise has been published, with an introduction and notes by Rev. Dr. Decosta, under the title of *Sailing Directions of Henry Hudson*.

² Captain George Waymouth commanded an expedition sent out by the East India company in 1602 to seek for a passage by the opening seen by Davis, but it had no success. "Waymouth discovered George's island and Pentecost harbor, and carried with him to England five of the natives."

³ In 1597, Jodocus Hondius put upon record his intention of bringing out globes, but none are known to exist anterior to the seventeenth century.

became chilled, disheartened and unfit for duty. Once or twice the vessel escaped as by a miracle from unknown currents, then mountains of ice encompassed it, and the crew became so terrified that they arrayed themselves in open rebellion.

In direct violation of his contract with the company, and in sheer desperation, Hudson offered the men one of two courses; one was to sail westward and prove the theory advanced by Captain John Smith, that there was a passage somewhere north of the English colony; the other was to keep nearer the latitude they were in, sail directly to the west, and try again at Davis' strait. The first plan was adopted, and on May 14 Hudson set his face towards the Chesapeake and China. He touched at Stroma, one of the Faroe islands, for water. On June 15, off Newfoundland, where he had avoided the fleet of French fishermen which lay off the bank, the Half-Moon "spent overboard her foremast."

This accident made it necessary to put into Sagadahoc, where, on July 18, a mast was procured, and the crew put at work to repair the little vessel, much the worse for her encounters with the northern seas. Some communication with the Indians was had, and an unnecessary battle fought, in which the ship's two "stone murderers" were employed.

The incident shows the lawless and buccaneering spirit of the crew. As the Half-Moon lay in the bay, two shallops filled with Indians approached her, looking for peaceful trade with the strangers, and such friendly interest as the French had everywhere encouraged. But Hudson's men met them in another temper. Manning a boat, they captured and carried off one shallop; and then, in pure wantonness, they armed two skiffs of their own with pieces which deserved their name of "murderers," and attacked and plundered the Indian village on the shore. The outrage fully warranted a quick revenge; and Hudson feared it, for the same afternoon the ship was dropped down to the entrance of the bay, and on the next day (July 26) she was again under sail to the southwest.

Within a week she went aground on what are now known as St. George's shoals, and it was ten days before her crew sighted land again; this time at the headland of Cape Cod, which Hudson, before he knew it to be Gosnold's Cape, promptly named "New Holland," in honor of his adopted country. Some of the men landed here, for they fancied they heard people calling from the shore, and that the voices sounded like those of "Christians;" but they came back after seeing none but savages, and the yacht again bore away to sea, passing Nantucket and Martha's Vineyard, and once more making a course to the southwest.

When land was again made, Hudson was close by the entrance of

Chesapeake bay, where, if he had entered, he might have found his countrymen on the banks of the James, and been present at the first wedding in the New World. Sailing on, he coasted north to Sandy Hook, and on the afternoon of September 3, 1609, entered New York bay. Even if "the most beautiful lake," said to have been penetrated by Verrazano, in 1524, was indeed the bay of New York, yet his visit, according to his own account, was only the hurried glimpse of a traveler; and when the Half-Moon came to anchor on that September evening at the mouth of the "Great River of the Mountains," it was undoubtedly the first time the eyes of the white man ever rested on the island of Manhadoes, the green shores of Scheyichbi—New Jersey—and the forest-covered Ihpétonga, or "heights" of the present city of Brooklyn. Certain it is, that Van der Donck, who resided several years in New Netherlands, asserts that he often heard the ancient inhabitants, who yet recollected the arrival of the ship, the Half-Moon, in the year 1609, saying, that before the arrival of the Netherlands they were entirely ignorant of the existence of any other nation besides their own, and that they looked at the ship as a huge fish or sea monster.¹

The evidences of this writer, nevertheless, as well as those of Hudson himself, render it not improbable that Verrazano landed in the bay of the present New York, but the event must have taken place eighty-five years before, and might have been obliterated by the departure of a whole generation.

Miss Booth says, "Though Verrazano first saw the 'Island of Destiny,' to Hudson belongs its practical discovery, the result of disobedience to his instructions."

Manhattan Island, as it was first seen by Hudson, has been thus described:

"The lower part of it consisted of wood-crowned hills and beautiful grassy valleys, including a chain of swamps and marshes and a deep pond. Northward, it rose into a rocky, high ground. The sole inhabitants were a tribe of dusky Indians, an offshoot from the great nation of the Lenni Lenape, who inhabited the vast territory bounded by the Penobscot and the Potomac, the Atlantic and the Mississippi, dwelling in the clusters of rude wigwams that dotted here and there the surface of the country. The rivers that girt the country were as yet unstirred by the keels of ships, and the bark canoes of the native Manhattans held sole possession of the peaceful waters.

"The face of the country more particularly described was gently undulating, presenting every variety of hill and dale, of brook and rivulet. The upper part of the island was rocky, and covered by a dense forest; the lower part grassy, and rich in wild fruits and flowers. Grapes and flowers grew in abundance in the fields, and nuts of various kinds were plentiful in the forests, which were also filled with abundance of game. The brooks and ponds were swarming with fish, and the soil was of luxuriant fertility. In the vicinity of the present 'Tombs' was a deep, clear and beautiful pond of fresh water (with a picturesque little island in the middle)—so deep, indeed, that it would have floated the largest ship in our navy—which was for a long time deemed bottomless by its possessors. This was fed by a large spring at the bottom, which kept its waters fresh and flowing, and had its outlet in a little stream which flowed into the East river, near the foot of James street. Small ponds dotted the island in various places, two of which, lying near each other, in the vicinity of the present corner of Bowery and Grand street, collected the waters of the high ground which surrounded them. To the northwest of the fresh water pond, or 'Kolck,' as it afterwards came to be called, beginning in the vicinity of the present St. John's park, and extending to the northward over an area of some seventy acres, lay an immense marsh, filled with reeds and brambles, and tenanted with frogs and water snakes. A little rivulet connected this marsh with the fresh water pond, which was also connected, by the stream which formed its outlet, with another strip of marshy land, covering the region now occupied by James, Cherry and the adjacent streets. An unbroken chain of water was thus stretched from James street at the southeast to Canal street at the northwest. An inlet occupied the place of Broad street, a marsh the vicinity of Ferry street, Rutgers street formed the centre of another marsh, and a long line of swampy ground stretched to the northward along the eastern shore. The highest line of lands lay along Broadway, from the Battery to the northernmost part of the island, forming its backbone, and sloping gradually to the east and west. On the corner of Grand street and Broadway was a high hill, commanding a view of the whole island, and falling off gradually to the fresh water pond. To the south and west, the country, in the intervals of the marshes, was of great beauty—rolling, grassy, and well watered. A high range of sand-hills traversed a part of the island, from Varick and Charlton to Eighth and Greene Streets. To the north of these lay a valley, through which ran a brook, which formed the outlet of the springy marshes at Washington square, and emptied into the Hudson river at the foot of Hammersley street."

The meagre log-book kept by Hudson's mate, the Netherlander Robert Ivet—often called Juet—is the best record of events:

"Sept. 3. The morning misty until ten o'clock, then it cleared, and the wind came to the south-southeast, so we weighed and stood to the northward. The land is very pleasant and high, and bold to fall withal. At three o'clock in the afternoon we came to three great rivers.¹ So we stood along the northernmost, thinking to have gone into it, but we found it to have a very shoal bar before it, for we had but ten foot of water. Then we cast about to the southward, and found two fathoms, three fathoms, and three and a quarter, till we came to the southern side of them; then we had five and six fathoms, and anchored. So we went in our boats to sound, and they found no less water than four, five, six, and seven fathoms, and returned in an hour and a half. So we weighed and went in, and rode in five fathoms, ooze ground, and saw many salmon and mullets, and rays very great.

"Sept. 4. In the morning as soon as the day was light, we saw that it was good riding farther up, so we sent our boat to sound, and found that it was very good harbour; four and five fathoms, two cables' length from the shore. Then we weighed and went in with our ship. Then our boat went on land with our net to fish, and caught ten great mullets of a foot and a half long apiece, and a ray as great as four men could haul into the ship. So we trimmed our boat and rode still all day. At night the wind blew hard at the northwest and our anchor came home, and we drove on shore, but took no hurt, thanked be God, for the ground is soft and ooze. This day the people of the country came aboard of us, seeming very glad of our coming, and brought green tobacco, and gave us of it for knives and beads.

"They go in deer skins loose, well dressed. They have yellow copper. They desire clothes, and are very civil. They have great store of maize or Indian wheat, whereof they make good bread. The country is full of great and tall oaks.

"Sept. 5. In the morning, as soon as the day was light, the wind ceased and the flood came, so we heaved off our ship again into five fathoms of water, and sent our boat to sound the bay, and we found that there was three fathoms hard by the southern shore. Our men went on land there, and saw great store of men, women and children, who gave them tobacco

¹ Two of the "three great rivers" were doubtless the Narrows and Staten Island sound; and the third, being the northernmost, was probably Rockaway inlet. From thence Hudson must have stood over toward the Hook, and finally anchored in the roadstead called the Horse-shoe, or Sandy Hook bay.

at their coming on land ; so they went up into the woods, and saw great store of very goodly oaks, and some currants.¹ For one of them came aboard and brought some dried, and gave me some, which were sweet and good. This day many of the people came aboard, some in mantles of feathers, and some in skins of divers sorts of good furs. Some women also came to us with hemp. They had red copper tobacco-pipes ; other things of copper they did wear about their necks. At night they went on land again, so we rode very quiet, but durst not trust them.

" Sunday, Sept. 6. In the morning was fair weather, and our master sent John Colman, with four other men, in our boat over to the north side to sound the other river, being four leagues from us.² They found by the way shoal water two fathoms, but at the north of the river eighteen and twenty fathoms, and very good riding for ships, and a narrow river³ to the westward between two islands. The land, they told us, were as pleasant with grass and flowers and goodly trees as ever they had seen, and very sweet smells came from them. So they went in two leagues, and saw an open sea and returned, and as they came back they were set upon by two canoes, the one having twelve, the other fourteen men. The night came on, and it began to rain, so that their match went out, and they had one man slain in the fight, which was an Englishman, named John Colman, with an arrow shot into his throat, and two more hurt. It grew so dark that they could not find the ship that night, but laboured to and fro on their oars. They had so great a stream that their grapnel would not hold them.

" Sept. 7. Was fair, and by ten o'clock they returned aboard the ship, and brought our dead man with them, whom we carried on land and buried, and named this point after his name, Colman's point.⁴ Then we hoisted in our boat, and raised her side with waste boards for defense of our men. So we rode still all night, having good regard to our watch.

" Sept. 8. Was very fair weather, we rode still very quietly. The people came aboard us, and brought tobacco and Indian wheat, to exchange for knives and beads, and offered us no violence. So we, fitting up our boat, did mark them, to see if they would make any show of the death of our man, which they did not.

" Sept. 9. Fair weather. In the morning two great canoes came aboard full of men ; the one with bows and arrows, and the other in show of buying of knives to betray us ; but we perceived their intent. We took two of them to have kept them, and put red coats on them, and would

¹ Whortleberries.

² Staten Island sound, or the Kills.

³ The Narrows.

⁴ Sandy Hook.

not suffer the other to come near us. So they went on land, and two others came aboard in a canoe; we took the one and let the other go; but he which we had taken got up and leaped overboard. Then we weighed and went off into the channel of the river, and anchored there all night.

"Sept. 10. Fair weather; we rode till twelve o'clock. Then we weighed and went over, and found it shoal all the middle of the river, for we could find but two fathoms and a half and three fathoms for the space of a league; then we came to three fathoms and four fathoms, and so on to seven fathoms, and anchored, and rode all night in soft, oozy ground. The bank is sand.

"Sept. 11. Was fair and very hot weather. At one o'clock in the afternoon we weighed and went into the river, the wind at the south-south-west; little wind. Our soundings were seven, six, five, six, seven, eight, nine, ten, twelve, thirteen, and fourteen fathoms. Then it shoaled again, and came to five fathoms. Then we anchored, and saw that it was a very good harbor for all winds, and rode all night. The people of the country came aboard of us, making show of love, and gave us tobacco and Indian wheat, and departed for that night; but we durst not trust them.

"Sept. 12. Very fair and hot. In the afternoon at two o'clock we weighed, the wind being variable, between north and the northwest; so we turned into the river two leagues and anchored. This morning at our first rode in the river there came eight and twenty canoes full of men, women and children to betray us; but we saw their intent, and suffered none of them to come aboard of us. At twelve o'clock they departed. They brought with them oysters and beans, whereof we bought some. They have great tobacco pipes of yellow copper, and pots of earth to dress their meat in.

"Sept. 14. The land grew very high and mountainous.¹

"Sept. 15. At night we came to other mountains, which lie from the river's side; there we found very loving people, and very old men, where we were well used.

"Sept. 16. This morning the people came aboard and brought us ears of Indian corn and pompions² and tobacco, which we bought for trifles.

"Sept. 21. The twenty-first was fair weather, and the wind all southerly; we determined once more to go farther up into the river, to try what depth and breadth it did bear, but much people resorted aboard, so we went not this day. Our carpenter went on land and made a fore-yard, and our master and his mate determined to try some of the chief men of

¹ Hudson was now entering the Highlands, and approaching West Point. ² Pumpkins.

the country, whether they had any treachery in them. So they took them down into the cabin and gave them so much wine and *aqua-vite* that they were all merry, and one of them had his wife with him, who sat as modestly as any of our countrywomen would do in a strange place. In the end one of them was drunk, who had been aboard of our ship all the time that we had been there; and that was strange to them, for they could not tell how to take it; the canoes and folks went all on shore, but some of them came again and brought stropes of beads—some had six, seven, eight, nine, ten—and gave him. So he slept all night quietly.

"Sept. 22. The two-and-twentieth was fair weather; in the morning our master's mate and four more of the company went up with our boat to sound the river higher up. The people of the country came not aboard till noon, but when they came and saw the savages—well, they were glad. So at three o'clock in the afternoon they came aboard and brought tobacco and more beads and gave them to our master, and made an oration, and shewed him all the country round about. Then they sent one of their company on land, who presently returned and brought a great platter full of venison, dressed by themselves, and they caused him to eat with them: then they made him reverence and departed, all save an old man that lay aboard. This night at ten o'clock our boat returned in a shower of rain from sounding of the river, and found it to be at an end for shipping to go in. For they had been up eight leagues and found but seven foot water, and unconstant soundings.¹

"Sept. 23. We rode still, and went on land to walk on the west side of the river, and found good ground for corn and other garden herbs, with a great store of goodly oaks and walnut trees, and chestnut trees, yew trees, and trees of sweet wood in great abundance, and great store of slate for houses and other good stones.

"Sept. 26. In the morning our carpenter went on land with our master's mate and four more of our company to cut wood. This morning two canoes came up the river from the place where we first found loving people, and in one of them was the old man that had lain aboard of us at the other place. He brought another old man with him, who brought more strips of beads and gave them to our master, and showed him all the country thereabout, as though it were at his command. So he made the two old men dine with him and the old man's wife, for they brought two old women and two young maidens of the age of sixteen or seventeen years with them, who behaved themselves very modestly. Our master

¹ This was probably in the neighborhood of Castle—now called Patroon's island.

gave one of the men a knife, and they gave him and us tobacco. At one o'clock they departed down the river, making signs that we should come down to them, for we were within two leagues of the place where they dwelt.

"Sunday, Sept. 27. The old man came aboard, and would have had us anchor and go on land to eat with him, but the wind being fair we would not yield to his request, so he left us, being very sorrowful for our departure.

"Sept. 29. There came certain Indians in a canoe to us, but would not come aboard. After dinner there came the canoe with other men, whereof three came aboard us; they brought Indian wheat, which we bought for trifles. At three o'clock in the afternoon we weighed, as soon as the ebb came in, and turned down to the edge of the mountains, or the northernmost of the mountains, and anchored, because the high land hath many points and a narrow channel, and hath many eddy winds; so we rode quietly all night in seven fathoms water.¹

"Sept. 30. The people of the country came aboard us, and brought some small skins with them, which we bought for knives and trifles. The road is very near, and very good for all winds, save an east-northeast wind. The mountains look as metal or mineral were in them; for the trees that grew on them were all blasted, and some barren, with few or no trees on them. The people brought a stone aboard like to emery (a stone used by glaziers to cut glass), it would cut iron or steel; yet being bruised small, and water put to it, it made a colour like black-lead glistening, and it was also good for painters' colours. At three o'clock they departed, and we rode still all night.

"Thursday, Oct. 1. The people of the mountains came aboard us, wondering at our ship and weapons. We bought some small skins of them for trifles. This afternoon one canoe kept hanging under our stern with one man in it, which we could not keep from thence, who got up by our rudder to the cabin window, who stole out my pillow, two shirts, and two bandeleeres.² Our master's mate shot at him, and struck him in the breast, and killed him, whereupon all the rest fled away, some in their canoes, and so leaped out of them into the water. We manned our boat and got our things back. Then one of them that swam got hold of our boat, thinking to overthrow it; but our cook took a sword, and cut off his hands, and he was drowned.

¹ This was in the vicinity of Newburgh, where Hudson remained two days, fearing to enter the Highlands on account of the violent winds.

² A short sword or cutlass.

"Oct. 2. Then came one of the savages that swam away from us at our going up the river, with many others, thinking to betray us. But we perceived their intent, and suffered none of them to enter our ship. Whereupon two canoes full of men, with their bows and arrows, shot at us after our stern, in recompense of which we discharged six muskets, and killed two or three of them. Then above a hundred of them came to a point of land to shoot at us. There I shot a falcon¹ at them, and killed two, whereupon the rest fled into the woods. Yet they manned off another canoe with nine or ten men, which came to meet us; so I shot at it also a falcon, and shot it through, and killed one of them. Then our men with their muskets killed three or four of them. So they went their way. Within a mile after, we got down two leagues beyond that place, and anchored in a bay clear from all danger of them on the other side of the river, where we saw a very good piece of ground; and hard by it was a cliff that looked of the color of white green, as though it were a copper or a silver mine; and I think it to be one of them by the trees which grew upon it; for they be all burned, and the other places are green as grass; it is on that side of the river that is called Manna-Hata. There we saw no people to trouble us.

"Oct. 4. We weighed and came out of the river, into which we had run so far. Within a mile after, we came out also of *the great mouth of the great river*, that runneth up to the northwest, borrowing upon the more northern side of the same, thinking to have deep water."

Only fragments of Hudson's journal are in existence, though it is supposed that De Laet² had it before him entire when he wrote his *Description of the New Netherlands*, and we are fortunate in having preserved, in this work, the great navigator's description of the people he found dwelling within the bay:

"When I came on shore, the swarthy natives all stood around, and sung in their fashion; their clothing consisted of the skins of foxes and other animals, which they dress and make the skins into garments of various sorts. Their food is Turkish wheat (maize or Indian corn), which they cook by baking, and it is excellent eating. They all came on board one after another in their canoes, which are made of a single hollowed tree; their weapons are bows and arrows, pointed with sharp stones, which they

¹ A kind of cannon.

² John De Laet was a native of Antwerp, and one of the most distinguished of European geographers. He resided the greater part of his life in Leyden, where his works were issued from the unrivaled press of the Elzevirs. He was a director of the West India company, and the name of *New Netherlands* first appears in his description of this country.

fasten with hard resin. They had no houses, but slept under the blue heavens, sometimes on mats of bullrushes interwoven, and sometimes on the leaves of trees. They always carry with them all their goods, such as their food and green tobacco, which is strong and good for use. They appear to be a friendly people, but they have a great propensity to steal, and are exceedingly adroit in carrying away whatever they take a fancy to."

In latitude $40^{\circ} 48'$, where the savages brought very fine oysters to the ship, Hudson describes the country in the following manner: "It is as pleasant a land as one need tread upon; very abundant in all kinds of timber suitable for shipbuilding, and for making large casks or vats. The people had copper tobacco pipes, from which I inferred that copper might naturally exist there; and iron likewise, according to the testimony of the natives, who, however, do not understand preparing it for use."

Hudson also states that they caught in the river all kinds of fresh-water fish with seines, and young salmon and sturgeon.¹ In latitude $42^{\circ} 18'$, he landed.² "I sailed to the shore," he says, "in one of their canoes with an old man, who was the chief of a tribe consisting of forty men and seventeen women; these I saw there in a house well constructed of oak bark, and circular in shape, so that it had the appearance of being built with an arched roof. It contained a great quantity of maize or Indian corn and beans of last year's growth, and there lay near the house, for the purpose of drying, enough to load three ships, besides what was growing in the fields. On our coming into the house, two mats were spread out to sit upon, and immediately some food was served in well-made wooden bowls, two men were also dispatched at once with bows and arrows in quest of game, who soon after brought in a pair of pigeons which they had shot. They likewise killed a fat dog, and skinned it in great haste with shells which they had got out of the water. They supposed that I would remain with them for the night, but I returned after a short time on board the ship. The land is the finest for cultivation that I ever in my life set foot upon (*Is het schoonste landt om de bouwen als ick oyt myn leven met voeten betrat*), and it also abounds in trees of every description. The natives are very good people, for when they saw that I would not remain, they supposed that I was afraid of their bows, and taking the arrows, they broke them in pieces and threw them into the fire."

¹ Often called "Albany Beef."

² The present city of Hudson is in latitude $42^{\circ} 14'$, near where the adventurous navigator went on shore. The time occupied by him in exploring the river was from September 13 to October 3.

He found there also vines and grapes, pumpkins and other fruits; "from all of which there is sufficient reason to conclude that it is a pleasant and fruitful country, and that the natives are well disposed, if they are well treated; although they are very changeable, and of the same general character as all the savages in the north. They have no religion whatever, nor any divine worship, much less any political government, except that they have their chiefs whom they all call Sackmos, or Sagimos."

The Indian tradition of the first arrival of Hudson has also come down to us: "A long time ago, when there was no such thing known to the Indians as a people with a white skin, some Indians who had been out a-fishing, and where the sea widens, espied at a great distance something remarkably large, swimming or floating upon the water, and such as they had never seen before. They immediately, returning to the shore, apprised their countrymen of what they had seen, and pressed them to go out with them and discover what it might be. These together hurried out, and saw to their great surprise the phenomenon, but could not agree what it might be; some concluding it either to be an uncommon large fish, or other animal, while others were of the opinion it must be some very large house. It was at length agreed among those who were spectators, that as this phenomenon moved toward the land, whether or not it was an animal, or anything that had life in it, it would be well to inform all the Indians on the inhabited islands of what they had seen, and put them on their guard. Accordingly, they sent runners and watermen off to carry the news to their scattered chiefs, that these might send off in every direction for the warriors to come in. These arriving in numbers, and themselves viewing the strange appearance, and that it was actually moving toward the river or bay, concluded it to be a large canoe in which the great Mannitto¹ himself was, and that he was probably coming to visit them. By this time the chiefs of the different tribes were assembled on York Island, and were counselling on the manner in which they should receive the Mannitto on his arrival. Every step had been taken to be provided with a plenty of meat for a sacrifice; the women were required to prepare the best of victuals; idols or images were examined and put in order; and a great dance was supposed not only to be an agreeable entertainment for the Mannitto, but might, with the addition of a sacrifice, contribute toward appeasing him, if he was angry with them. The conjurers were also set to work, to determine what the meaning of this phenomenon was, and what the result would be. Both to these, and the wise men of the nation,

¹ The Supreme Being.

men, women and children were looking up for advice and protection. Between hope and fear, and in conclusion, a dance commenced. While in this situation fresh runners arrive, declaring it to be a house of various colours and crowded with living creatures. It now appears to be certain that it is the great Mannitto bringing them some kind of game such as they had not seen before ; but other runners soon after arriving declare it a large house of various colors, full of people of a different color than they (the Indians) are of ; that they were also dressed in a different manner from them, and that one in particular was dressed altogether in red, which must be the Mannitto himself.¹

" They are soon hailed from the vessel, though in a language they do not understand ; yet they shout (or yell) in their way. Many are for running off to the woods, but are pressed by the others to stay, in order not to give offense to their visitors, who could find them out and might destroy them. The house (or large canoe, as some will have it) stops, and a smaller canoe comes ashore with the red man and some others in it ; some stay by this canoe to guard it. The chiefs and wise men (or councillors) had composed a large circle, unto which the red-clothed man with two others approach. He salutes them with friendly countenance, and they return the salute after their manner. They are lost in admiration, both as to the color of the skin (of these whites) as also their manner of dress, yet most as to the habit of him who wore the red clothes, which shone with something they could not account for.² He *must* be the great Mannitto, they think, but why should he have a *white skin* ?³ A large hockhack⁴ is brought forward by one of the (supposed) Mannitto's servants, and from this a substance is poured into a small cup (or glass) and handed to the Mannitto. The (expected) Mannitto drinks ; has the glass filled again, and hands it to the chief next to him to drink. The chief receives the glass but only smelleth at it, and passes it to the next chief, who does the same. The glass thus passes through the circle without the contents being tasted by any one ; and is upon the point of being returned again to the red-clothed man, when one of their number, a spirited man and great warrior, jumps up, harangues the assembly on the impropriety of returning the glass with the contents in it ; that the same was handed them by the Mannitto in order that they should drink it, as he himself had done before them ; that this would please him ; but to return what he had given to them might provoke him, and be the cause of their being destroyed by

¹ Hudson must have had on a suit of red clothes, as red suits were given to two of the natives.

² Lace.

³ Their own expression.

⁴ Their word for gourd, bottle, decanter.

him. And that, since he believed it for the good of the nation that the contents offered them should be drank, and as no one was willing to drink it, he would, let the consequence be what it would; and that it was better for one man to die than a whole nation to be destroyed. He then took the glass, and bidding the assembly farewell, drank it off. Every eye was fixed on their resolute companion to see what effect this would have upon him; and he soon beginning to stagger about, and at last dropping to the ground, they bemoan him. He falls into a sleep, and they view him as expiring. He awakes again, jumps up, and declares that he never felt himself before so happy as after he had drank the cup. Wishes for more. His wish is granted; and the whole assembly soon join in and become intoxicated.¹

"After this general intoxication had ceased (during which time the whites had confined themselves to their vessel), the man with the red clothes returned again to them and distributed presents among them, to wit, beads, axes, hoes, stockings, etc. They say that they had become familiar to each other, and were made to understand by signs; that they would now return home, but would visit them next year again, when they would bring them more presents and stay with them awhile; but that, as they could not live without eating, they should then want a little land of them to sow seeds, in order to raise herbs to put in their broth. That the vessel arrived the season following, and they were much rejoiced at seeing each other; but that the whites laughed at them (the Indians), seeing they knew not the use of axes, hoes, etc., they had given them, they having had these hanging to their breasts as ornaments; and the stockings they had made use of as tobacco pouches. The whites now put handles (or helves) in the former, and cut trees down before their eyes, and dug the ground, and showed them the use of the stockings. Here (say they) a general laughter ensued among them (the Indians), that they had remained for so long a time ignorant of the use of so valuable implements; and had borne with the weight of such heavy metal hanging to their necks for such a length of time. They took every man they saw for a Mannitto, yet inferior and attendant to the *Supreme Mannitto*, to wit, to the one which wore the red and laced clothes. Familiarity daily increasing between them and the whites, the latter now proposed to stay with them, asking them only for so much land as the hide of a bullock would cover (or encompass), which hide was brought forward and spread on the ground before them. That they

¹ The Delawares called New York island Mannahattanink, deriving its name from this general intoxication, the word meaning *place of general intoxication*.

readily granted their request; whereupon the whites took a knife, and beginning at one place on this hide, cut it up into a rope not thicker than the finger of a little child, so that by the time this hide was cut up there was a great heap. That this rope was drawn out to a great distance, and then brought round again, so that both ends might meet. That they carefully avoided its breaking, and that, upon the whole, it encompassed a large piece of ground. That they (the Indians) were surprised at the superior wit of the whites, but did not wish to contend with them about a little land, as they had enough. That they and the whites lived for a long time contentedly together, although these asked from time to time more land of them; and proceeding higher up the Mahicanittuk (Hudson river), they believed they would soon want all their country, and which at this time was already the case."

A magazine article does not permit as full a description of the passing of the white man up "the great river" as would be interesting. It has always been a matter of dispute among historians just how far Hudson explored, Ivet's leagues not having been found reliable. De Laet says he reached 43°, which would be twenty-five miles above Albany. Ivet's journal would lead us to suppose that the limit was Patroon's island, just below Albany, and Brodhead thinks the distance was beyond Waterford. In any case, we are sure that the navigator reached that point now the site of the city of Hudson, and that he landed there. There is also a question as to whether the Half-Moon, or only one of her boats, passed up the river above Poughkeepsie.

The Half-Moon, says the historian Lossing, ended its trip up the Hudson just below Albany, but a boat's crew went on and gazed upon the foaming Cohoes at the mouth of the Mohawk.

These questions are, however, of little importance except to the historian. Hudson, we know, went far enough to assure himself that his course did not lead to the South sea or to China, a conclusion similar to that reached by the explorer Champlain, who the same summer had been making his way south through Lake Champlain and Lake St. Sacrament¹ to the South sea; and, strangely enough, the two explorers approached within twenty leagues of each other.

On Wednesday, September 23, at twelve o'clock, the Half-Moon "weighed," and began her passage down the river, and, on October 4, "came out also of the great mouth of the great river, and sailed for Trexel."

The Dutch mate, Ivet, wanted to winter in Newfoundland, and the

¹ Lake George.

crew threatened mutiny if they were not taken back at once to Europe. Hudson feared trouble, and wished to carry the news of his discovery at once to the East India company. After leaving the Kills a compromise was effected, and it was decided to make first for the British islands.

Ivet gives us this description of the passage: "We continued our course toward England without seeing any land by the way all the rest of this month of October; and on the seventh day of November, *stilo novo*, being Saturday, by the grace of God, we safely arrived in the range of Dartmouth in Devonshire, in the year 1609." At last, at anchor in Dartmouth harbor, the crew were for a time contented, and Hudson busied himself in forwarding his report and papers to Amsterdam, intending to present himself before the East India directors as soon as possible. But when the news of his arrival was received in London, an order was issued forbidding him to leave the country, and reminding him that the Englishmen on the Half-Moon owed their services to their own nation. The obligations of nationality were arbitrarily enforced when any advantage was to be gained, and the English government realized too late how great had been its mistake in letting "the bold Englishman, the expert pilot, the famous navigator," slip through their fingers.

When Hudson sent his report to Amsterdam—and it is strange that he who accomplished so much for posterity should have had so slight a comprehension of the magnitude of his labors and discoveries—he also sent a proposal to the company that they allow him to change six or seven of his crew and try the frozen seas again. His communication did not reach Holland for several months, and his employers were ignorant of his arrival in England. When they finally learned the fact they sent a most peremptory order for him to return with the Half-Moon. He would have obeyed—but he was forcibly detained and compelled to re-enter the employ of the Muscovy company, to whose efforts his success seems to have given new energy. There are few historical facts better authenticated than this; yet there are English and American writers who say in an off-hand manner that Hudson made this voyage under an English commission, and sold his discoveries to the Dutch. Their only authority is an anonymous writer¹ who made the statement forty years after Hudson's voyage.

The Half-Moon was detained for months at Dartmouth, and only permitted to return to Amsterdam in July of the year of her captain's

¹ The supposed author was Sir Edward Ploeyden, an Englishman, who had been refused a patent for land in America by the king; having procured one from the viceroy of Ireland, which was void on its face, his claim was not recognized by the Dutch or the English. His statement is not recognized by respectable historians.

departure. Her crew was engaged by a few shrewd Dutch merchants to guide a vessel of their own to the great bay and river, and three years later saw the lonely "River of the Mountains" traversed by the round-prowed trading vessels of the Dutch. The river at this time began to be called Mauritius, after the Stadtholder Maurice of Orange.

The English gave it the name of Hudson's river by way of continual claim, Hudson being of English birth. The Dutch insisted that, being in their employ, and expressly to explore, he was, as a discoverer, to be considered as their subject, and the case of Columbus was cited as a precedent; "He a native of Genoa, and the king of Spain taking to himself the benefit of his discoveries, and none of the European powers gainsaying it. Nay, they seemed wholly to have overlooked their own case, their sovereign, James I., having, prior to the voyage of Hudson, granted all the land along the coast of North America, between the thirty-fourth and forty-fifth degrees of latitude, and one hundred miles into the country, to his subjects, the patentees of the North and South Virginia patents, he claiming it by the discoveries of the Venetian Cabots."

Hudson's failures only served to increase confidence in the existence of a northwest passage.

His last, and fatal voyage, was undertaken in the spring of 1610, when he was fitted out by Sir Thomas Smith, Sir Dudley Digges, and other friends. He sailed, April 17, in the bark *Discovery*—the same ship that took Waymouth, in 1602, in the same direction—with a crew of twenty-three men, and on June 4 came in sight of Greenland. Proceeding westward, he reached, in sixty degrees of latitude, the strait bearing his name. Through this he advanced along the coast of Labrador, which he named Nova Britannia, until it issued into the vast bay which is also named after him. He resolved to winter in the most southern part of it, and the ship was drawn up into a small creek, where he sustained extreme privations, owing to the severity of the climate. Hudson, however, fitted up his shallop for further discoveries, but unable to communicate with the natives or to obtain provisions, with tears in his eyes he distributed his little remaining bread to his men, and prepared to return. Having a dissatisfied and mutinous crew, he imprudently threatened to set some of them ashore, when he was seized by a body of them at night and set adrift, in his own shallop, with his son John and seven of the most infirm of the crew, and never heard of afterwards. A small part of the crew, after enduring most incredible hardships, arrived at Plymouth, England, in September, 1611.

The mate, Ivet, who was the ringleader of the mutiny, suffered the

same death as his master—a just retribution for his outrageous treatment of the man who had treated him as a trusted friend.

In 1612 an expedition was fitted out, by order of James I. and Henry, Prince of Wales, to search for the gallant mariner and his companions.

The command of the two ships, the *Resolution* and the *Discovery*, the latter being Hudson's vessel in his last expedition, was given to Sir Thomas Button, a gentleman of Prince Henry's household, and himself an explorer, and the discoverer of Button's bay. The expedition returned to England in the autumn of 1613, having failed to discover any trace of Hudson or his men.

The fate of the historic little craft "*de Halve Moon*" can be soon told. On May 2, 1611, she sailed with other vessels for the West Indies under the command of Laurens Reael, and on March 6, 1615, was wrecked and lost on the island of Mauritius.

From the time that he entered Holland, Hudson always called it "the land of his adoption," hence, possibly, the reason that we so often find him spoken of as Hendrick Hudson. In the Dutch contract for his third voyage he is called Henry, but it has always been the practice in America to give his name the Dutch etymology, "a custom more honored in the breach than in the observance."

The best authorities assert that "there is no portrait of Henry Hudson in existence, not even a contemporaneous print of doubtful authenticity." This is the more remarkable as he was an intimate friend of Hendrick Hondius, the engraver, and he lived in an age when it was quite the fashion to preserve the pictures of celebrities.

We must fall back on the fanciful pen-picture of the man who thanked God that he was born on the banks of the Hudson river, our old friend Diedrich Knickerbocker:

"Hendrick Hudson was a seafaring man of renown, who had learned to smoke tobacco under Sir Walter Raleigh, and is said to be the first to introduce it into Holland, which gained him great popularity in that country, and caused him to find great favor in the eyes of their High Mightinesses, the Lords States General, and also of the Honorable West India company. He was a short, square, brawny old gentleman, with a double chin, a mastiff mouth, and a broad copper nose, which was supposed in those days to have acquired its fiery hue from the constant neighborhood of his tobacco pipe. He wore a true Andrea Ferrara, tucked in a leathern belt, and a commodore's cocked hat on one side of his head. He was remarkable for always jerking up his breeches when giving his

orders; and his voice sounded not unlike the brattling of a tin trumpet, owing to the number of hard north-western winds which he had swallowed in the course of his seafaring life."

Hudson's element was the sea, his pride to brave its dangers, his ambition the glory of achieving what so many had lost their lives in attempting. "He suddenly appeared before the world in the vigor and maturity of unpretending merit, deriving no claims from birth, self-taught, self-educated, self-sustaining. Having no distinction from aristocracy of family, Hudson was the sole architect of his celebrity, and we see how dazzling was his career." Like a meteor he flashed upon the world, eager for exploration, his origin and his death being left to surmise.

He was deservedly a favorite with a large portion of the British public. The English long regretted the loss of their countryman, whose achievements as a navigator had reflected honor on a nation already distinguished for its illustrious seamen.

Hudson's personal qualities, displayed during his fourth voyage, at times which were calculated to try character, will ever be contemplated with admiration and pleasure; but to the citizens of the state of New York the character of this heroic navigator should be peculiarly the theme of eulogium. He was not faultless, but no record imputes to his conduct any crime, or willful vice; but he had at times that irritability which is so peculiarly the trait of those whose lives are passed on the ocean. But few, who have so conflicted with its dangers, and at the same time combated with mutinous crews, could have preserved presence of mind, exercised moderation, and displayed magnanimity in a more exalted manner than Hudson. There seem to be only two occasions when his conduct could be severely criticised, the one when he allowed his crew to attack the Indians at Sagadahoc, and the other when he supplied the natives of the valley of the Hudson with *aqua vitæ*; but his faults, whatever they were, are eclipsed by the splendor of his virtues.

Possibly the time may come when the noble river which he discovered shall show upon its banks some monument to commemorate his memory, and hand down his name to posterity; in any case his merits can well be reiterated with increased praise at this particular time, and with the name of Columbus let New York associate that of Henry Hudson.

"Fearless and firm, he never quailed,
Nor turned aside for threats, nor failed
To do the thing he undertook.
How wise, how brave, how well,
He bore himself, let history tell."

